LONG ISLAND RAILROAD COMPANY.

From Bruckly Depot—
Boston Train-815 A. M. daily, Sandays excepted, stopping at Farmingdale and St. George's Manor.
Accommodation Train-934 A. M. and 5 P. M. for Farming dale and intermediate places, daily, Sundays excepted.
Accommodation Train, 3 P. M. for Greenport, daily, Sundays excepted, supping at Janaica, Brauch, Hempstead, and Hicksville, and all the stopping places between Hicksville and Greenport.

TO WESTERN TRAVELLERS.

my17 6m*rre
PEOPLES LINE OF STEAMBOATS FOR ALBANY,
DAILY-Sundays Excepted—Through Direct, at 7 o'clock P. M., from the Pier between
Conrtiand and Liberty streets.
Steamboat ROCHESTER, Captain R. G. Cruttenden, will
leave on Monday, Wednesday and Friday Evenings, at 7 o'clock
Steamboat SOUTH AMERICA, Captain W. H. Truesdell,
will leave on Tuesday, Thursday and Saturday Afternoons, at 7 o'clock.

ock P.M., landing at intermediate places, from the foo

ock amboat NORTH AMERICA, Capt. W. Brainard, will on Tuesday, Thursday and Saturday evenings, at 50'clock, sample time for the Moraing Train of Cars for the east or ample time for the Moraing Train of Cars for the east or

must be at the risk of the owners of such goods, freight, baggare, &c.

NOTICE.

STATEN ISLAND

FOOT OF WHITEHALL STREET

The Steamboats SYLPH and STATEN ISLANDER will leave New York every hour except 5° P. M., commencing at P. M., commencing at P. M., commencing at F. M., commencing at F. M., and from 1° P. M. until 7° P. M., every half the state of the

NEW JERSEY, Capt. R. H. Furey, will leave Wednesday, Friday and Sunday Afternoons, a

ing Course....

OFFOSITION TICKET OFFICE.—For Albany, 75 cents—Utics, \$5—Symcuse, \$2.90—Hochester, \$3—Buffalo, \$5.90—Also, through in the fast line, with board, \$10,50—Also, Oawego, \$3—troit, \$6.50—Chicago, (III.) \$10,50—North to Troy and White-ball, \$2.90—Montreal, \$4.90. Office No. 10? Barclay st. y25 1m*ch. THE NEW YORK HERALD. JAMES GORDON BENNETT, Proprieter. Circulation --- Forty Thousand WILLIAMSBURGH AND PECK SLIP

DAILY HERALD—Every day. Price 2 cents per copy—\$7 25 per annum—payable in advance. WEEKLY HERALD—Every Saturday—Price 6; cents per copy—\$8 12; cents per annum—payable in advance ADVERTISEMENTS at the usual prices—always cash in advance. PRINTING of all kinds executed with beauty and despatch.

(G)—All letters or communications, by mail, addressed to the establishment, must be post paid, or the postage will be deducted from the subscription money remitted JAMES GORDON BENNETT,
PROPRIETOR OF THE NEW YORK HEWALD ESTABLISHMEN Northwest corpor of Fulton and Nausum streats

P. S.—On the evening of July 4th, the boat will continue to our until 12 o'clock

DRAFTS ON GREAT BRITAIN AND BRITAIN AND INTERMEDIATE OF THE STATE urning teaces the Pavilion at 7% A. M., for New York, c.
ing at the South Ferry.
All orders to be left at 310 Pearl street.
aul 1m*rc.
H. CONKLIN MAIL LINE FOR BOSTON. DAILY OVER THE LONG ISLAND RAIL
ROAD, VIA

NEW LONDON, NORWICH & WORCESTER.
At 8 o'clock in the Morning, from the Foot of Whitehall
street, South Ferry-Sandaya excepted.
Way Crates are in readiness to receive baggage for New
London, Norwich and Worcester. Baggage for Boston goes
through under lock.

count, for any amount, from £1 upwards, at the following places, viz:

IN ENGLAND—The National and Provincial Bank of England; Messrs. J. Barned & Co., Exchange and Discount Bank, Liverpool; Messrs. James Bult & Son, London, and branches throughout England and Wales.

IN IRGLAND—The National Bank of Ireland, and Provincial Bank and branches throughout Scotland, Greenock Banking Company, and branches In Scotland, Greenock Banking Company, and branches throughout Scotland.

The stoamship Green Western sails on the Sist July, by which all drafts can be forwarded free. Apply to which all drafts can be forwarded free. Apply to which all drafts can be forwarded free. The Pool of the Stoamship Great Western sails on the Sist July, by which all drafts can be forwarded free. The Pool of the Stoamship Great Western sails on the Sist July, by which all drafts can be forwarded free. The Pool of the Stoamship Great Western sails on the Sist July, by magnification should be made on board, foot of Beckman street, or to the subscribers, ROCHE, BROTHERS & CO., 26 ec. 3 Fulion Start, not on the Stution Bank, N.Y. On Mondays, Wednesdays, and Fridays, over the Long Island Rail Road to Greenport, thence to Newport and Providence in a splendid and commodious Sound Steamer.

This Line leaves at 8 o'clock in the Morning, from the Foot of Whitehall street, South Ferry.

FARE TO BALTIMORE \$1.

FOR NEW ORLEANS—Louisman and New York Line—Positively first Regular Packet, to ani monday, 11th instant—The elegant fast sailing packet ship YAZOO, Capt. Wibray, will positively sail as above, her regular day.

For freight or pussage, having handsome furnished accommodations, apply on board, at Orleans wharf, foot of Wall st, to

E. K. COLLINS & CO., 56 South st.
Positively no goods received on board after Saturday evening, 9th instant. Agent in New Orleans James E. Woodruff, who will prompt-forward all goods to his adddress.

NEW LINE OF LIVERPOOL PACKETS—outly regular Packet of 21st of August—The splendid (ast sating favorite packet ship LIVERPOOL). This elegant packet ship LIVERPOOL, This elegant packet ship has accommed tions for cabin second cabin and steerage, usurpassed by any ship sailing out of the part of New York. Those legant packet ship has accommed tions for cabin second cabin and steerage, usurpassed by any ship sailing out of the part of New York. Those who are poccedig to the old country shi ul. therefore make immediate application to secure berths, either on board foot of Burling Sl.p. 1000 (as 1). TAPSOOTT, ausec 75 South street, comer of Madden Lane. UNITED STATES MAIL LINES FOR BALTIMORE
Fare \$2—Through in Six Hours

LONDON LINE OF PACKETS—Facket of the loth August—The splendid and fast sailing Packet Ship TURONTO, Captain Tucker, will positively sail as above, her regular day.

She has excellent accommodations for cabin, second cabin and steerage passengers; those wishing to secure berths, should make early application to W. & J. T. TAFSCOTT, after 75 South street, comer of Maideu Lane.

FACKE S FOR HAVRE—(Second Line.)—The Packet ship UTICA, Captain Fred rick Hewitt, will sail on the lat September.

For height or passage, apply to BOYD & HINCKEN, at ec. No. 9 Tontine Building, cor Wall and Water sts.

FOR LIVERPOOL—New Line—Regular Packet Philadelphia and Daithinore, by the State of St.

The Trains will leave as follows:—
From Philadelphia,
Depot Ilth and Market atreets.
Daily, except Sunday, at 6 A.M.
And Daily, at

4 P.M. | And Daily, at
Wheeling and Pittsburgh—Thefats through to Wheeling and Pittsburgh Thefats through to Wheeling and Pittsburgh at the Depot, Eleventh and Market sts.

6. H. | HUDDELL, Agent.

Solve Tontine Building, cor Wall and Water ats.

FOR LIVERPOOL—New Line—Regular Facket Ship Sith August—The elegant faat sailing Facket Ship Sith Solve, Capt. E. B. Cobb, of 1100 tons, will sail as above, her regular day.

For freight or passage, having accommodations unequalled far splendor and comfort, apply on board, at Orleans wharf, foot of Wall street, or to

Price of passage \$100.

Packet Ship Sheridan, Capt. Cornish. will succeed the Siddons, and sail 26th September, her regular day

1926

FOR NEWCASTLE, ENGLAND.—The well-known, fast spiling coppered and copperf stead ship RAMBLER, Baxter, Master vaving all her lieav, ireich engaged, will sail in a few day.

For light freight, or passage, having good accommodations, Apply to WOODHULL & MINTURN, 1978 South street.

Apply to
1928 rre

WANTED IMMEDIATELY—A ship to lead for
a southern port—Apply to
2. K. COLLINS & CO.,
56 South street.

J. HERDMAN'S OLD ESTABLISHED EMIGRANT
PASSAGE OFFICE, 61 SOUTH STREET.
PASSAGE from Great Britain and Ireland, via.
1. PASSAGE from Great Britain and Ireland, via.
1. PASSAGE from Great Britain and Ireland, via.
2. PASSAGE from Great Britain and Wales, and Drafts furnished for any amount, payable at all the principal Banks in England, ireland, Secoland and Wales, on application to
1. HERDMAN,
61 South street. | Section | Sect

WANTED-A Shin to load for a Southern Port
Apply to F. K. COLLINS & CO.
138 ec 25 South street.

LIVERPOOL LINE OF PACKETS OF THE
6th OF AUGUST.—The new and elegant packet ship
butthea. will positively sail as above, her regular day.
Having very superior accommodations for cabin, second cabin
and steering tussengers, narrons withing to seaw, baths, should and steerage passengers, persons wishing to secure berths shou make early application on board, foot of Maiden Lane, or 100 Pine street corner of South street. The splendid new ship Henry Clay, Eyra Nye, master, w ucceed the Ashburton, and sail on the 6th September, her r rular day.

OLD ESTABLISHED EMIGRANTFASSAGE
OFFICE, 61 South st.—Passage from England, Irefreeds would do well to avail themselves of the opportunity of
sanking their arrangements with the subscribers, on very moderate terms by first class packet ships, sailing from Liverpool

Stations, to take passengers at very low Fares, to air parts of law island
Baggage Crates will be in readiness at the foot of Whitehall street, to receive Baggage for the several Trains, 30 minutes before the hour of starting from the Brooklyn side.

R. Rockaway Baggage taken in separate Crates. jui@re weekly.
Drafts can as usual be furnished for any amount, payable throughout the United Kingdom. Apply to
JOHN HERDMAN, 61 South st.
The mail steamer Hibernia sails from Boaton on the 16th inst, by which letters can be forwarded quickly.

FOR SALE, FREIGHT OR CHARTER—The very last sailing N. York built packet ship YAZOO, 670 tons, live oak and locust top, live oak transom, apron and forward and after cants, carries 2300 bales New Orleans cotton, and has handsome furnished accommodations for 26 passeagers. EXPRESS AND PIONEER PACKET LINE,
From Philadelphia to Pittsburgh via the Pennsylvania Rajitoads and Canal—through in 3½ days. The show line is now in
full operation and offers great inducements to persons who wish
a pleasant mode of travelling to the west.
The cars are built in the most approved modern style, the
boats are fitted up in a superior manner, and every effort is made
by the proprietors to conduce to the comfort and convenience
of travellers. The seniery on this route is unrivalled, and for
great chain of Pennsylvania internal improvements is well won
thy of being seen.

ans cotton, and of the series of the series

E. K. COLLINS & CO.

56 South street.

FOR LIVERPOOL—The New Line—Regular Packet of 21st August.—The superior fast sailing packet ship LIVERPOOL, 1156 tons, Capt. John Elfrage, will sail as above, her regular day.

For freight or passage, having elegant and superior accommodations, apply on board, west side Burling slip, or to WOODHULL & MINTURNS, 57 South st.

The packet ship Queen of the West, 1230 tons, Capt. Thos. Woodhones, will succeed the Liverpool, and sail on her regular day, 21st September.

FOR SALE, FREIGHT OR CHARTER—The very fast sailing barque HOME, Captain Watts, built in Baltimore one year since of the best materials, carries about 4,000 barrels, and has handsome accommodations for twenty passengers. Apply to Captain Watts, on board, at Pike street wharf, or to E. K. COLLINS & CO.

17 re

56 South street. great chain of realisyivania internal improvements well won by of being seen.

By this reatic passengers avoid all the fatigues and dangers at tendant upon stage travelling, and at the same time make an expeditious trip.

The cars leave every morning at 7 o'clock. Passengers are advised to engage their places at Philadelphia. Office in Philadelphia No. 13 and 15 South Third sts.

A. CUMMINGS, Agent. Philadelphia, May 17, 1845.

For information, in the city of New York, apply to

B. H. KNISELL, Agent for

D. LEECH & CO.'s Line. 7 West st, N. R. my 17 5m*rre

TO LET—Offices and Lofts in the new fre-proof Store corner of Pine and South sts, Apply to jy20

JOSEPH McMURRAY.

THE Three Story Brick House, 413 Heuston street, built in the best manner; warm in winter and cool in summer; replete with every convenience. Half the purchase money may remain on bond and mortage at 5 percent. For terms apply to E. K. COLLINS & CO., 1919 ec. TO LET, until the first of May next and immediate possession given, of the 3 story house No. 104 First Avenue be tween 6th and 7th streets. The premises have lately become until complete order. And all has been painted inside and out, last June, the Croton water introduced, marble mantle pieces, folding doors, and it is well adapted to accommodate one or more families; rent asked to one family for the residue of the year to next May is \$325. Inquire at the office of John I. Power, Esq., No. 70 Nassan st. corner of John, up stairs from the hours of 9 to 3 o'clock, or of Saml, R. B. Norton the tweet, at the same office on Tuesdays and Wednesday.

wast.

The Beats are new and substantial, are furnished with new and signat state rooms, and for speed and accommodations are unitalled on the Hudson.

Freight takes at moderate rates.

All persons are forbid trusting any of the Boats of this Line, without a written order from the Captains or Agents.

For passage or freight, apoly on board the boats, or to P. C. Schmitz, at the office on the wharf. MORNING LINE AT 7 O'CLOCK,
FOR ALBANY, TROY and intermediate landings, from the Steamboat Pier at the foot o Barclay street.

Breakfast and Dinner on board the boat.
Leaves New York at 7 o'clock, A. M., Taesdays, Thursdays and Saturday, and Troy at 5 o'clock, A. M., Albany at 7 o'clock A. M. Monday, Wednesday and Friday.
The low-pressure steamboat TROY, Captain A. Gorham, on Taesdays, Thursdays and Saturdays, at 7 o'clock.
The ateamboat NIAUARLA, Captain A. Degroot, on Monday, Wednesday and Friday, at 7 o'clock.
For passage or freight, apply on board, or to F. B. Hall, at the office on the wharf.
Notice—All goods, freight, baggage, bank bills, specie, or any other kind of property taken, shapped, or put on board this beat, must be at the risk of the owners of such goods, freight, baggage, &c.

Im jy 12°rh

LOOK AT THIS!!

JUST RECEIVED—Another lot of French Boots, of the best kind, and will be sold at the old price, \$3, and the best of French Call Boots made to order for \$5; City made Call Boots, \$3; and the greatest assortment of Gents Gaiters of all kinds to be found at very low prices, Also, the finest Call Shoes, \$2 and \$2.50. A great variety of all other kinds. Ladies in this Store will mid a great assortment of Gaiters, Buskins, Silpa Ties, Funcells, Saith, &c.

For an assortment of all other kinds Misses and Children's Boots and Shoes we cannot be beat in thiscity. Do not mis cake the number, 361 Broadway, corner of Franklin street.

M. CAHILL.

BLOCK TIN WARE MANUFACTORY.

A GENERAL ASSORTMENT of Planished Tin and Common Tin Ware, Cultery, Hard and Hollow Ware, Wood Ware, Baskets, Brushes, Door Mats, Shaker Serves and Brooms—in short, every variety of house-keeping articles.

N. B.—A complete assortment of Coffee and Tea Urns, Table Dishes and Covers, &c., &c., for hotels and steamboats, on hand and manufactured at the thortest notice.

WATKINS JAMES Y. WATKINS, 16 Carbarine street, New York.

PINE WOOD

SEVEN HUNDRED CORDS No. 1, for sale low, in gatha lulet, Accomac Co., Va., by

JOHN SAVAGE,

S. S. DENNIS,

H. T. RUSSELL.

1922 lm*rrc

NEW YORK, THURSDAY MORNING, AUGUST 7, 1845.

Sketch of a Journey on Cape Cod.

PLYMOUTH.—Two hundred and twenty-five years 250—to wit, in the year 1620—a handful of brave and hardy Puritans landed at this spot, from the "Mayflower," having left behind them in their native land, all the happy associations of home and the society of friends, as well as the unrighteous gripe of British tyranny. This place, as you are aware, is the locale where originated the first permanent settlement in New England. The principal object of their immigration was the hope of enjoying a greater liberty of religious opinion, and for this they perilled their lives, and braved the dangers of a new home in the wilderness of America. In the dead of winter, (November 9th) land was made, which proved to be Cape Cod; and having finally prepared to leave the vessel—a contract was drawn up, and subscribed by forty-one persons, "for their better government," and Mr. John Carver was chosen Governor for one year. A location was at once pitched upon for a settlement, and some twenty families commenced the work of erecting a dwelling, each for their temporary accommodation. On the last day of the year, Dec. 31st, 1620, public worship was for the first time attended by the exiles, and the place was called "Plymouth." Two and a quarter centuries have elapsed since that bour—and the steady march of improvement has stamped its traces upon the spot, where rested, then, the van-guard of "the coming millions," who were destined to succeed them!

Amongst the relics of those days, long departed, a portion of the rock upon which the Pilgrims land.

upon the spot, where rested, then, the van-guard of "the coming millions," who were destined to succeed then!

Amongst the relics of those days, long departed, a portion of the rock upon which the Pilgrims landed, is seen here. It was taken from "the rock" near the shore, and is embedded, upon the walk, in one of the principal streets, directly in front of "Pilgrim's Hall." It is surrounded by a neat iron fence, upon which appears the names of the original puritans. The hall is a place always visited by strangers, it is decorated with Col. Sargeant's magnificent picture of the landing of the Pilgrims, which that gentleman presented to the town several years ago. It is valued at some \$3,000. There is also an antique chair or two, one of which belonged to Gov. Carver—some cooking implements used on board the May Flower—King Phillip's cap—and numerous other articles belonging to the "first settlers"—all in an admirable state of preservation. Upon the outskirts of the town is laid out a beautiful burial ground, called "Oak Grove Cemetery," a quiet and lovely spot, consecrated as the last home of the departed. Its peaceful stillness and romantic location, will well repay the stranger for visiting its grounds. Among the recent improvements in this vicinity, is the "Old Colony Railroad," which is now nearly completed to Boston, and upon which, it is said, the cars will be placed, early this fall, A large depot is in progress of erection, in the lower part of the town, and an extensive hotel is also being finished, near its centre. It is in contemplation, I learn, by the stockholders of this road, to apply for a charter next season, for its extension to Sandwich—and there is every reasonable prospect that it will ultimately reach the town of Barnstable, connecting finally with the steamer to Nantucket, and thus adding another thread to the immense iron net-work which is spreading so rapidly over this country, and especially in New England. There is a most excellent line of mail stages running hence to Sandwich, under t

SANDWICH.—The town of Sandwich contains little which can interest the traveller, save that which is apparent in most of the smaller villages in Massachusetts. The "Sandwich Glass Company's" works located here, are a very extensive establishment however, employing nearly three hundred persons; and manufacturing three or four hundred thousand dollars worth of glass ware annually, most of which is pressed or moulded. Some very fine specimens and models of useful and ornamental ware were shown me, This is one of the largest glass companies in the United States—the capital invested being about \$250,000.

There are one or two excellent academies here.

shown me, This is one of the largest glass companies in the United States—the capital invested being about \$250,000.

There are one or two excellent academies here. The school of Mr. Wing, a member of the society of "Friends," is deservedly popular, and is usually well filled with y ungsters from all parts of the Union. Within a few years this town has increased considerably. A number of pretty residences adorn the village, which is laid out with neatness, and it is proverbial for its orderly and quiet character. The town of Sandwich has established its reputation for pretty women, and, for its size, few places in New England can boast of so great a ratio of beautiful girls as are found within its borders.

Some dozen years since this place was much visited by sportsmen, (particularly those who found pleasure in piscatory enjoyments,) in search of game or fish—the latter abounding in great profusion in the numerous rivers, brooks and ponds, which are so common hereabouts. A very respectable hotel was established here ten yearsago, kept by one Fessenden, where "the boys" generally congregated in the season, and where many a sparkling string of trout have been disposed of in times gone by. But those days are departed—the trout, for the most part have glided to parts unknown—Fessenden has vanished—the champagne glass no longer jingles on the board—and "those days come not again?" Some eighteen miles distant, over as sandy a road as one would wish to find, the traveller will reach the village of Falmouth.—The town of Falmouth, proper, Lincoin Galley, Lievel.

ished—the champagne glass no tonger livers on the board—and "those days come not again!" Some eighteen miles distant, over as sandy a road as one would wish to find, the traveller will reach the village of FALMOUTH.—The town of Falmouth, proper, lies upon the lower extreme of the Cape, and was incorporated in 1690, or thereabouts. Along its westerly side is Buzzard's Bay, and Vineyard Sound bounds it upon the South. The land in this region is quite as good, or better, than the general average on Cape Cod, though the soil in every direction here is very thin and sandy. Within the boundaries of this town, there are a great number of fresh ponds, which, until latterly, were most plentifully stocked with fish. Falmouth is made up of several divisions, as North, East, West, Ac. Wood's Hole, a very good harbor, lies upon its south-west point, where a fine house is kept by Mr. Webster, which, during the warm months, is filled with visiters from varieus parts of this State, New York, and other places.

In former years a considerable whaling interest was held here; but ill success, and perhaps a lack of judicious management on the part of those concerned, has custed it to run out, and but little is now-a-days heard of Falmouth whalers. There was also, formerly, immense quantities of salt manufactured upon the shores here (as was common in all parts of the cape); but the article is now made cheaper in western New York, and is imported in great quantities, so that the competion has finally reduced the manufacture here to a nominal amount, and it is discontinued altogether in places, where the dilapidated works will not pay for repairing.—Large quantities of pine wood are annually shipped here to supply the steamers which ply on the Sound between Rhode Island and New York.

The village of Falmouth is one of the best located, and perhaps the prettiest upon the Cape. There are some hundred and flity dwellings within its circle, all of which are of modern construction, and tasty architecture, giving the place that air of pros

elsewhere in this region. It should be remedied at once.

There are about one hundred craft (sloops and schooners) employed in fishing, which hail from this place. The Patriot, a locofoco print, is published here, and is edited by one Phinney, who, in his sphere, "enacts more wonders than a man," and who received last year his maximum of \$1500, as weigher (or measurer) in the Boston Custom House, for a few months' services in the employ of Uncle Sam, and then retired with his laurels and his "tin." He is now busy in abusing the power which appointed him to office, and which turnished him with so generous a spoonful of the government pap. But he sincerely believes himself a politician of the first water, and perhaps he is. A very handsome court house is erected here, and there are numerous churches and other buildings of note in the town.

Barnstable, which is noted for being the tarrying place, or sort of hali-way house, for the masters and mates attached to the numerous small coasting craft which ply between New York and Boston, and "all along shore." It is a pretty neighborhood, has a very good harbor, and the breakwater renders it a spot of safety for the riding of vessels of all sorts which may have occasion to round the Cape.

The villages of Cotuit, Waquoit, Chequaket, Oysterville, &c., surround the principal part of Barnstable, and are neat settlements, characterized by most excellent chowders, capital Indian puddings, tare frost fish, and scuppog, the choicest sauquetash, the biggest cawhogs, the but venison, the thickest codiisn, the largest pies, the fattest pigs, the stoutest boys, and the plumpest girls, on all Cape Cod. After reaching "Wood's Hole," an hour's sail in the Nantucket steamer (which runs across three times a week), brings the traveller to the handsome town of Naw Bedford. All that is generally known abroad in regard to this place, is the fact that it is largely engaged in the whaling business. The stranger is agreeably surprised at its general appearance, and not least at the universal good order which prevails in and about the town. The wharves, the harbor, and the principal streets, present scenes of bustling activity, most business-like in all their features, a circumstance which strikes the casual visitor as highly commendable. It is not overrating the fact to add, that of the many thriving towns on our New England coast, few appear to better advantage, in a moral or business point of view, than this flourishing and well ordered place.

New Bedford was originally known by the Indian name of Acuschnutt. The heart of the town is as thickly settled as many of our Atlantic cities, and on he main streets are one or two excellent hotels—typer streets are one or two excellent hotels—typer streets are one or two excellent hotels—typer should be appeared by Mr. Joseph Adams—a coonish, Tyler, locofoco, (formerly editor of a d

I have met a most marked courtesy among the inhabitants, which commends itself to the attention of the sojourner here. A feeling of kindness and open-handed hospitality prevails with the people, which is a characteristic in this vicinity, and which is most grateful to the wayfarer.

most grateful to the waylarer.

Revolutionary Relics.

To the Editor of the Herald:—

I hereby drop you a statement containing the names of the armed ships, and the names of their commanders, during the revolutionary war; we were then setting up for ourselves.

Vessels' Names. Commanders. No. guns. What service. Freedom, Unknown, Unkn Massachusetts. Franklin, Mugford.

Gen. Mordtrie, Unknown, Unkn S. Carolina.

Guilford, Wm. Nott, "Connecticut. Hamcock, Jno. Manley, 32 N. Hampshire. Hamden, Hoisted Hacker, Unkn Massachusetts. Hazard, Unknown, ""Hawk."

Josh. Barney, Unknown Jno. Young, Mathews, Wm. Hallock, 16 6's Penn, & Del. Unkn Unknown. 10 Massachusetts. Unkn Ches. Bay. 16 Unknown. Lee, Lincoln Galley, Montgomery, Musquito, Mars, Unkno Massachusetts, " Machias, " Notre Dame, New Defence Galley, S. Carolina. Oliver Cromwell, Providence, A Providence, J Providence, Ho Abm. Whipple, J. Paul Jones, Hoysted Hacker, Unknown, Unka S. Carolina J. Paul Jones, James Robinson, Com. Alex. Gillon Dudley Saltonstall Unknown, James Nichols Unknown, Thos. Reed,

Thos. Reed, Unknown, Jno. B. Hopkins, Burke, Lieut. J. Baldwin, Unknown, Unknown, Landais,† Hector McNeil, Unknown, ion Hom lichard, J. P. Jones. Thos. Grennall Jas. Olney. Unknown, Seth Harding, Chas. Alexand Unknown, igent, an, Inman, and Inman, Inman, Inman, Inman, Ingham, Jno. Barry, 28 yex, Unknown, Unkn Massachusetts. Elisha Warner, ir American, Unknown, Ino. McQueen, aknown, Jno. McQueen, aknown, Slack, and Shack, Inman, ly, fair American,

Afterwards Jane. Barry.

Seventy-eight vessels mounting about 1000 guns. Thitteen of this number came under the denomination of frigates. The South Carolina was, I think, from Holland—(she was not an American built, she was originally designed for a ship of the line—say 64)—Commodore Gilland, commander. The British navy, at this time, numbered "782 vessels." Our American navy less than "one thousand guns." In the spring of 1781, I entered our little navy, at the age of sixteen, a midshipman under Commodore James Nicholson, commander of the frigate Trumbull, then lying at Pine street whart, Philadelphia. The following year I was attached to the sloop of war Gen. George Washington, Joshua Barney, Esq., commander, then in the port of Philadelphia, and with him continued until Aprilthe 4th, 1784, the last ship in commission of this rebellous navy.

New York, Aug. 2nd, 1845.

Remains of Daniel Boon.—The Frankfort (Ky.)

which appointed him to office, and which turnished him with so generous a spoonful of the government pap. But he sincerely believes himself a politician of the first water, and perhaps he is. A very handsome court house is erected here, and there are numerous churches and other buildings of note is the town.

The village of Hyannis (or Stay-annis, as the York boys call it) lies upon the southerly side of

Varieties.

Jo Sykes, in a recent letter from the Ocean House, Newport. says: "The millionaires from New York, Boston, Philadelphia, and Baltimore, are quite numerous, and there are more heiresses here, estimated from \$100,000 upward, than probably ever met in America for display or pleasure. I saw no less than eight at one ball-alley this morning, knocking down ten-pins as if they were so many bachelors "come a wooing." I have seen others bathing and others driving out; indeed, go where I will, I meet them at every turn."

A lady vesterday afternoon lost a procket hook

erate the intrusion of North Americans, and hasten the taking possession of them by strangers.

Orders have been sent to the custom house and the post office in New Orleans city, to send all the foreign coins received by them to the branch mint, to be recoined into American pieces—the gold into half and quarter eagles, and the silver into quarter dellars—whenever it may be done without loss. The importation of specie here chiefly consists of Mexican sollars, on which, when recoined, there is a slight gain, especially on the coinage of Durango. The mint of Zacatecas uses more alloy, and is not in such good repute. On Spanish hammered dollars, and on German coins of all descriptions, there is a loss, when broken up and worked over—much greater than on English sovereigns and French coins. The \$30,000 directed by the Secretary of the Treasury, to be converted into dimes and half dimes for the accommodation of our citizens at the Post affice, are now ready.

Not less than one thousand buildings will be erected in St. Louis the present season. There are thirty brick yards in operation, and the number of brick manufactured this summer will, it is said, exceed forty-five millions; yet the demand, at this time, is greater than the supply. The population is now more than forty thousand, and the new houses of the present year, which will all be filled before next April, will make room for an addition of six or seven thousand. We may therefore calculate that St. Louis will contain, next spring, forty-six or forty-seven thousand inhabitants. No other city in the Union is increasing with equal rapidity.

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in the Union is increasing with equal rapidity.

The Peterboro' Chronicle says that many have suffered severely if m the fires which we some time since noticed as running through some of the surrounding townships. In Verulain the whole Scotch settlement is completely destroyed. In Ennismore some fields of wheat have been consumed, while the townshipof Smith has also suffered.

A correspondent of the Tropic, writing from Vera Cruz, Mexico, says—We have had no earthquakes lately; after the one we had in the month of March, which proved so disastrous, an attempt was made here to collect, by subscription, a sufficient sum to give the priests, to have earthquakes stopped; but the funds were too low.

The Missouri Herald says great distress prevails on the bottom lands bordering on the Osage river. The recent unprecedenced rise in that river destroyed the crops, buildings, cattle, &c., on the low lands, leaving a large number of families entirely destitute.

The Bedford Mineral Springs, in Massachusetts,

The Bedford Mineral Springs, in Massachusetts, are said to be fully equal in medicinal efficacy to those of Saratoga. They are only sixteen miles from Boston, and are already much frequented. A splendid hotel is now being erected there.

william Adams, who killed his half brother some three years ago, in Ohio, was apprehended in Lee county, towa, and brought down on the steamer Monona, in custody of a gentleman from where the murder was committed.

Mr. Green, the reformed gambler, who is now lecturing in Cleveland on the subject of gambling, is about forming an anti-gambling society in that place.

A man named Wells deliberately shot another man named Headen, in Florida, lately, discharging both bar-rels of his gun, and lodging eighteen balls in his body.— He had seduced the sister of Wells.

1820. 2,082 it 1830. 4,172 1840. 7,497 1845. 11,656

Elijah S. Hodge, of this city, a respectable mechanic in the employ of Mr. Colegrove, committed suicide by shooting himself in the head with a pistol, at his residence 128 Ferry street. The muzzle of the weapon had, it appeared, been placed in his mouth. Mr. Hodge had been sick for about three weeks, and it is thought this brain was affected. He has left a wife and three children to mournjhis loss.—Troy Whig.

There were 146 deaths in Philadelphia last week, 42 adults and 104 children—died of cholera infantum 31; convulsions 13; consumption 8.

convulsions 13; consumption 8. On Thursday the sum of \$125,000 was received at the Boston Custom House for duties; the whole amount for July reaches \$700,000.

Hon. David Hillis, formerly Lieut. Governor of

Indiana, died at his residence near Madison, a few days since.

Mr. Abraham Dix, of Geneva, has sold his crop of wool, 5000 lbs., at 40c. for the Boston market. Same crop brought last year 45c., and was sent by the purchaser direct to England.

Am an named John Hall, a cutler at Birmingham, Ct., was killed on the 1st by the explosion of a polishing wheel.

wheel.

Jeffrey Jenkins, of New Haven, has been arrested on suspicion of having murdered his wife. She was found dead in her bed, and owing to some suspicion was disinterred the day after burial, and marks of violence found on the state.

disinterred the day after burial, and marks of violence found on her throat.

The Daily Mail says that there are in Boston upwards of 200 gambling houses, and at least one thousand professed gamblers, by which it means men who have no other ostensible means of gaining a living.

M. Arago, the eminent French philosopher, lately stated at the Academy of Paris, that if a flash of lightning be seen by a person the danger is over, the electric fluid travelling more rapidly than the light occasioned by the discharge.

A physician in Boston prescribes to his patients magnetic dough-nuts, and galvanic flap jacks. They are said to go down well. There are 190 doctors in Boston—more than there are patients.

Preparations have already commenced for the

magnetic dough-hucana garage and and said to go down well. There are 190 doctors in Boston—more than there are patients.

Preparations have already commenced for the erection of an iron foundry and an extensive machine shop, on Temple street, nearly back of the Jackson Company's mills. The machinery will be propelled by steam engines. The foundry will be enabled to turn out the largest castings used in our factories—such as they have heretofore obtained at Chelmsford. The machine shop is intended for the manufacture of locomotives and steam engines.—Nashua Oasis.

Before the war of 1812 the only canals in the United States were the Middlesex canal in Massachusetts, 27 miles in length, and finished in 1808; and the Santee Canal in South Carolina, 22 miles in length. There are now 4,000 miles of canals, which have cost upwards of one hundred millions of dollars.

The lowest bid for supplying the city of St. Louis with 10,000 feet of six inch water pipe, was made by Jabez Baldwin of Louisville, being 21-10 cents per pound. The next lowest bid was made by John Anderson & Son, of Pittsburg, and was 2½ per pound. The lowest St.Louis bid was made by the Messrs. Garrisons, 3½ cents per lb.

The number of houses built in Boston last year, was 1,625—in New York 2,213—in Philadelphia 1,512—in Cincinnati 1,228.

Cotton beds, manufactured in Lowell, are coming into use in Boston.

A large new steam mill, for the manufacture of worsted, silk and cotton goods, is about to be erected at Warehouse Point (East Windsor, Conn.) by the enterprising gentlemen of that village.

Affales in the Indian Country—Tahlequal,

Warehouse Point (East Windsor, Colin.) by the enterprising gentleme n of that village.

AFFAIRS IN THE INDIAN COUNTRY—TAHLEQUAH, CHEROKEE NATION, July 11.—I have nothing special of interest to communicate from this country. Every thing is quiet and very dull. The crops are remarkably good, though suffering a little at present in this neighborhood from the dry and extremely warm weather. The recent floods in Grand River and other streams, have done considerable injury to some of the farms located on their banks.

The trial of the persons lately arrested for aiding the notorious Starrs in the assassination of Charles Thornton, some months ago, will take place at an early day. Though fully satisfied that they deserve the extreme penalty of the law, I fear it cannot be made to reach them, so great is their chain and so intimately are they allied by blood and politics with the "Treaty Party;" which, unfortunately for law, order and peace in this country, receives undue attention and sympathy from the U. S. Government.

The election for Sheriffs and members of the National Council will take place throughout the Nation on the first Monday in August. It has not excited much attention, and will, I doubt not, pass off very quietly, although the number of candidates is much greater than usual.

ARRIVAL OF TROOPS.—Two companies of U. S. Infantry, under command of Major Whiting, from Houlton, arrived this moraing in the steamer Penobscot from Bangor. They number, with the officers, 101 men. Considering the fatigue of the march from Houlton to Bangor (130 miles), they look finely. As a whole, they are a noble body of soldiers, and in a fine state of discipline. On account of the unfinished state of the barracks at Fort Independence, they will encamp for a few weeks at the south battery at Fort Warren.—Beston Transcript, August 5.

Captain Nichola Davis, of Limestone county, is proposed by some of the wings of Alabama, to be supported for next Governor. Col. Nat. Terry is the regular loce candidate, opposed by Chancellor Martin of the same faith.

Judge Isaac Johnson and Tranemond Landry have been nominated by the Democratic State Conven-tion of Louisiana, as their candidates for the offices of Governor and Lieut. Governor at the next election.

Governor and Lieut. Governor at the next election.

At the Native American Convention, held at Faneuil Hall, last week, Hon. Henry Shaw, of Lanesboro', was nominated for Governor, and e, o Charlestown, Lieut. Governor.

The Hon. A. S. Porter has been solicited to be the whig candidate for Governor of Michigan. He has respectfully declined the proffered honor. The nominated candidates for Congress in this State, are Edward C. Cabel, whig, and W. H. Brochenbrough, democrat.

Governor Marcy went on Saturday to Harper's Ferry to inspect the manufacture of the public arms; he was expected in Washington on Monday evening.

Major Donelson has recovered from his late illness, and arrived at Galvesten on the 20th ultimo. He took formal leave of the Government, and will only remain in that country nntil the arrival of the United States troops.

The Hon. George P. Marsh, of Vermont, is in good health, and that it was an error into which we were led that he was suffering from a complaint in his eyes; an affliction of that nature under which his excellent lady is suffering, gave rise to the mistake. So says the Troy Whig.

Troy Whig.

It is said that the Hon. Levi Lincoln, for sometime Governor of Massachusetts, a member of Congress and Collector of the port of Boston, has recently received, by the will of the late Daniel Waldo, the sum of eighty thousand dollars.

Mr. Buchanan, Secretary of State, left Washington on Monday morning for Bedford Springs. The President has appointed John Y. Mason, (the Attorney General) to act as Secretary of State ad interim.

In the city of St. Louis the elections are no longer than the state of the state

In the city of St. Louis the elections are no longer contested between the whigs and the democrats, but between the democrats and the nativeists! The democrats (Hards and Softs) have united to beat the nativists, and the whigs have no ticket.

The democracy of Tennessee are about taking measures to erect a marble statue to General Jackson at Nashville.

Major Butler has declined the pressing invitation of the 3d district to run for Congress.

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COURT FOR THE CORRECTION OF ERRORS.—For the information of counsel, we publish a list of the appeal causes for the ensuing term of this court, to commence on Saturday next in this city, so far as notices have been received by the clerk. According to a standing rule, this court will not call more than eight causes on the calendar, including the one on argument, if any, in any one day; and whenever any cause shall be regularly called and passed, the same shall thereafter be pieced upon the calendar as if the joinder in error, or answer to the petition of appeal, was filed on the day such cause was so called and passed.

APPEALS.—No. 1. J. Wallit vs. A. Loubat, December 1, 1843. 2. J. H. Duffy vs. William James and al., December 25, 1843. 3. F. De Peyster vs. Jane A. Ferrers, January, 17, 1844. 4. F. S. Kinney vs. D. Russell, March 8, 1844. 5. J. B. Macey vs. A. L. Jordan, April 16, 1844.—6. J. P. Cushman vs. H. A. Talmadge, May 3, 1844. 7. R. S. Williams vs. M. Bruen and al., May 24, 1844. 8. A. N. Lawrence and al. vs. Leake and Watt's Orphan Asylum, June 6, 1844. 9. W. James vs. L. C. Woodruff and al., August 5, 1844. 10. C. Joslin, 2d, vs. E. Adams, August 10, 1844. 11. M. White vs. H. Boschen and al., August 24, 1844. 12. G. W. Bruen vs. J. Goodhue and al., November 27, 1844. 14. D. B. Wood vs. S. S. Seward, December 31, 1844. 15. H. Powell and al. vs. M. Murray and al., January 9, 1845. 16. T. T. Sturgess and al. vs. J. A. Clarke, January 16, 1845. 17. J. F. Miller and al. vs. J. A. Clarke, January 16, 1845. 17. J. F. Miller and al. vs. J. A. Clarke, January 16, 1845. 19. J. Evens vs. J. A. Ellis and wife, May 12, 1845. 20. J. Widner vs. the Bank of Monroe. May 13, 1845. 21. G. C. De Kay vs. J. C. Be Kay and al., July 1, 1845. 24. W. W. Munford vs. A. Sprague and al., 1919, 1919, 1845. 24. W. W. Munford vs. A. Sprague and al., 1919, 1919, 1845. 24. W. W. Munford vs. A. Sprague and al., 1919, 1919, 1845. 24. W. W. Munfor

poise brought last year two native African boys fro the East coast of Africa to Rio Janeiro, against the pr

the East coast of Africa to Rio Janeiro, against the provisions of the act above cited.

Most of the day was occupied with the testimony of one Hendricks, a Swede, one of the crew of the Porpoise, and Lieut. Duer, who brought the brig from Rio. On Friday, another of the crew of the Porpoise was examined. After him, the District Attorney called Pedro, one of the negro boys. He is apparently from thirteen to sixteen years of age, and has some knowledge of the Portuguese language. His testimony was interpreted by William H. Peyton. The narrative of this witness, and his cross examination occupied the greater part of the day. On Saturday the second boy was examined through the interpreter.

Manufactures at the East.—Nashua, one of these days, will be a great place for business. It is now; but a few years will show a great increase. Preparations are already making for the establishment of a large and extensive Iron Foundry, east of Main, and south of Pearl streets, which we understand will go into operation within a few months. A company is about being formed, as we are told, for the erection of a very large mechanics' shop, for all kinds of business, similar to the machines shop on the Nashua Corporation. The machines yie to be propelled by steam. The water privilege at the harbor has been purchased by enterprising geutlemen, who intend erecting a large shop there, as soon as the present lease of the shop expires, which we believe is next spring. The old mill privilege also just east of the harbor, is we learn, to be converted into some sort of cloth manufactory, a satinet factory, we believe; all of which will make no small addition to our already thriving village.—Newburyport Herald, Jug. 5.

Taxes of the City of Lowell.—Whole number

already thriving village.—Newburyport Herald, Aug. 5.

Taxes of the City of Lowell.—Whole number polls, 5,387; tax on polls, (at \$1,50 each) \$8,085,50; tax on estates, \$96,55,61; whole amount of tax, \$104,652,11. Valuation of real estate, \$9,406,104; valuation of personal estate, \$5,223,686; total valuation, \$14,629,790. Valuation of corporations, \$9,177,500; de. of non-residents, \$1,098,548; do. of residents, \$4,303,744. City appropriation, \$99,200; county tax, \$10,405,24; State tax, \$2,478; overlayings, \$1,568,87. The following is the amount of tax upon the manufacturing corporations: Merrimack 'o., \$10,560; Lawrence, \$7,920; Boott, \$6,336; Hamilton, \$6,336; Massachusetts, \$6,336; Middlesex, \$3,960; Lowell, \$3,168; Appleton, \$3,168; Tremont, \$3,168; Suffolk, \$3,168; Lowell machine shop, \$1,980; locks and canals, \$1,834; Lowell bleachery, \$369,60. Total tax on corporations, \$58,303,60.—Lowelt Courier.

VISIT OF A VETERAN PATRIOT.—It is announced that George Washington Park Custis, an inmate in the family of Gen. Washington, and the only male representative of that family, is about to emerge from his retreat on the Fotomac, and to visit the North for the first time in fifty-six years. Writing to a friend in New York, he says:—"I am about on Monday next to start for New York, and thence to perform a pilgrimage that I have intended to make for the whole of a long life, to the Revolutionary associations around Boston. After an interval of upwards of half a century, what a spectacle to me will be New York! When I saw it, six years after the peace of '83, it was as the Revolution left it, as a city that had grown out of colonial independence. What is it now, since the genial influences of Liberty have promoted its growth! The London of the New World—the second London of the whole world."

the second London of the whole world."

Molasses for Fattening Cattle.—Much to the annoyance of the English graziers, and feeders of cattle, the Dutch and Holsteiners are sending many [22] beefs to Hull and London. An investigation into the cause of this new trade has resulted in showing the use of molasses to increase largely the fattening qualities of ordinary grains and roots. The farmers of England have tried the use of Porto Rico molasses for making beef, and find it to answer a good purpose. They are calling lustilly on Parliament to remove the duty on this beef-forming substance. It will be a curious fact, and one not altogether out of character, if the rich lovers of good beef shall abate the duty on molasses as a means of making fat cattle, when as a means of making plump healthy children among the poor, the Government will not lift a finger in the matter.

Newburyport.—We learn from the Newbury-

NEWBURYPORT.—We learn from the Newbury-port Herald that the aggregate valuation of that town by the assessors, this year, is \$3,747,400. Last year it was \$3,284,100, showing an increase of nearly half a million since the last year. The rate of taxation is \$7,50 on the \$1000. The Bartlett Steam Mills Compa-ny pay a tax the present year of \$2730; James Steam Mills, \$1566; Essex Mill, \$346.

Propertion Bangor arrived at this port last evening from Philadelphia, via New York, with 27 passengers. She lies at the end of Long Wharf, and attracts much attention from nautical men. She leaves for Bangor to morrow.—Beston Transcript, August 5.